

EXHIBIT OO

and features electronic ignition and a fuel octane switch to help you protect it from ingesting too much poor-quality fuel. The pull on the throttles is moderate considering that you are opening dual 38mm flat slide carbs. Obviously the fuel injected Cat and Ski-Doo's semi-direct injected twins are easier to manipulate and less tiring on your throttle thumb.

The final drivetrain for this EDGE model is an updated P-85 drive clutch with TEAM final driven. Braking is hydraulic and uses the latest of Polaris engineering's designs for this model. Braking action is positive and consistent.

In fact, that is what can be said about this model overall. It is a positive handling sled with a consistent and readily-controllable feel. The best thing about the EDGE chassis has always been that it seems to watch out for the unwary. There have been times when this Indy series has salvaged some idiotic moves by this writer, making him shake his head in amazement at some maneuvers he managed to get away with through the years. The XC SP maintains that tradition, being one of the most sure-footed sleds.

Some of that comes from the controlled roll center of the latest trailing arm front end. Some of it comes from the sled's inherent balance.

With more than 10 inches of front travel and nearly 14 inches from its rear unit, this Polaris gives up nothing to its still evolving competitors.

Overall, the Polaris XC SP is still a terrific snowmobile and the only trailing arm-equipped model in this category. While the future is still a question mark for the new IQ chassis, the EDGE has had a wonderful history and is a great choice for fun everyday riding or riding on the edge!

SKI-DOO REV MXZ 600 SDI IS THIS THE "NEW" INDY?

Based on what we said about the Indy being a design that evolved in many ways, we're seeing a similar evolution unfolding with the REV from Bombardier Recreational Products. It is evolving from a one-up chassis to a multi-purpose platform for touring, two-up riding, deep powder and, natu-

rally, sports performance. It is quickly becoming one of the most popular designs of this century.

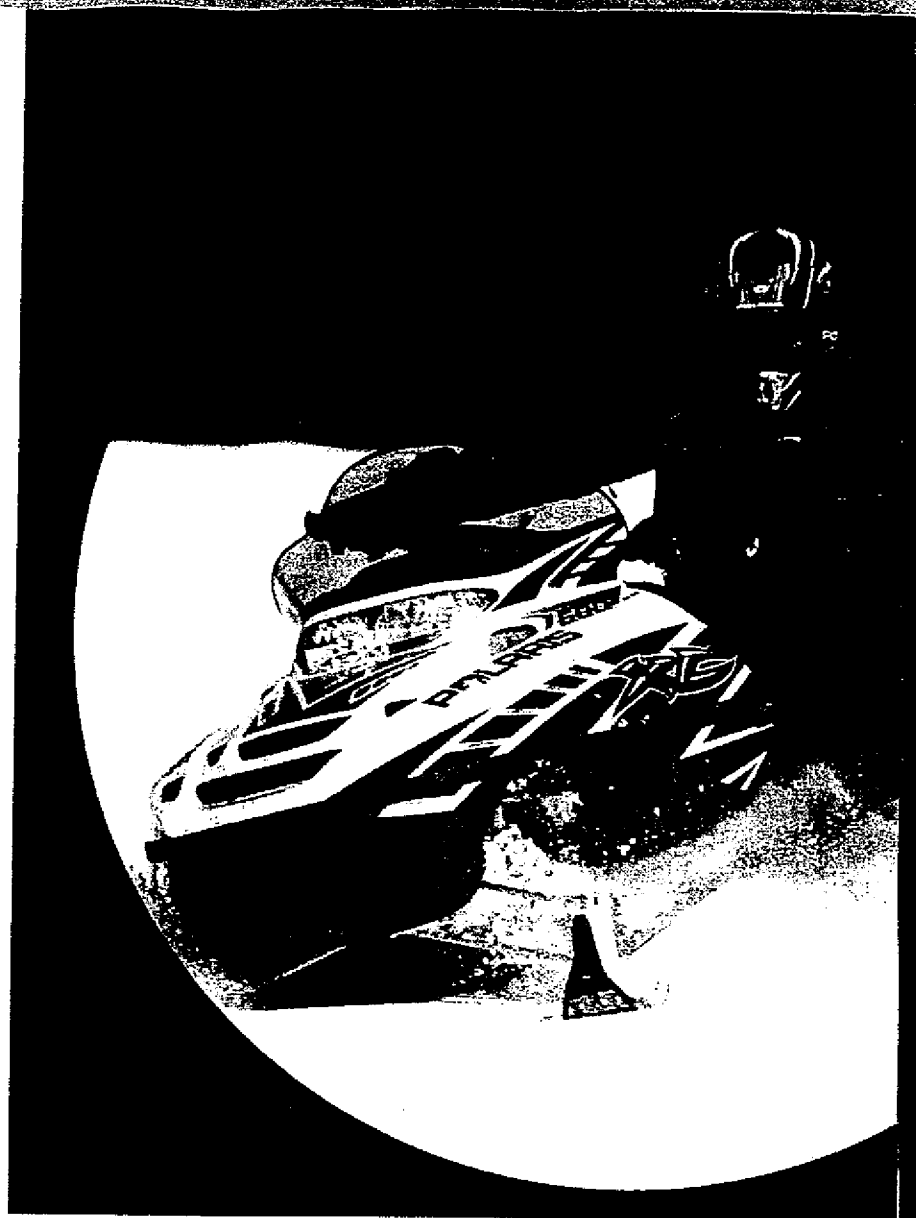
That's easy to understand, as the rider-forward positioning inherent with the way the sled is engineered makes it easy to enjoy. The addition of the Rotax 600 semi-direct injection twin is wonderful in the MXZ 600 SDI. If you missed the preseason specials, the only MXZ version available for fall most likely will be the "Adrenaline." It's way more than adequate, but we do enjoy the "X" package with the stiffer shocks, handlebar hooks, and the new SC-4 rear suspension with its revised transfer rates - greater transfer under initial

acceleration and less when powering out of turns.

Regardless, the REV, virtually any REV, is a hoot to ride.

The 600 SDI twin behaves immaculately. It is quick to respond to the throttle, crisp on acceleration with no hesitation, and wonderfully smooth overall. This Rotax twin and Cat's twin are without a doubt our favorite two-strokes. They are similar in response, but for driveability we'll give the Rotax the edge as its power valve opens a bit less forcefully and gives you a smoother pull when powering through a sweeping curve.

This engine seems to be the "go to" motor for Ski-Doo as it is used



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throughout the key model line of luxury, sports and touring models. We can see why because it's very manageable, while being extremely willing to push this MXZ quickly down mogul trails.

With its rider-forward position you sit as though you're galloping a thoroughbred horse, relaxed in the saddle, body in unison with the trail, anticipating the terrain and holding a light rein on the handlebars, letting the mount pick its way and guiding it with a deft touch on the controls. Rider-forward design is no fad as each of the manufacturers is gravitating to it - in their own way.

Cat moves the rider up on its new seat. Yamaha has raised its seating position, too. Meanwhile, Polaris' new IQ chassis features a 7-stop, multi-positioned handlebar to let the rider come forward or sit back.

We've heard some complain that the REV makes you sit tall when cornering and isn't as adept through turns. There may be a literal learning curve, but the REV position and its 47-inch ski stance is conducive to hanging out and getting physical with the sled, which only adds to the enjoyment.

After all, in snowmobiling it isn't the destination, it's the journey that counts. It's being at one with the machine, enjoying the moment with friends and reliving the adventure once you've reached a destination.

Getting there won't be painful on the Rev. It comes with gas shocks all around and 9.5-inches of travel from the A-arm front end and another 13-inches from the rear suspension.

Cornering is positive. Ride is supple and handling certain. Power is consistent. REV is our top choice.

Seal your impression of this sled as you note standard ergonomic features such as the push button "friendliness" of its electronic reverse and complement of gauges.

With more than 30 years of testing under our belt, we've seen our share of good and bad snowmobiles. For once, we can state that while this category of sleds offers distinct choices, there isn't a bad choice. Our preference is Ski-Doo's MXZ 600 SDI. What's your choice?